Import of Steel Billets by Sail

1506. SHRI KRISHAN LAL SHARMA:
SHRI DHULESHWAR MEENA:
SHRI CHATURANAN MISHRA:
SHRI GURUDAS DAS GUPTA:
SHRI KRISHNA KUMAR BIRLA:

Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that the Steel Authority of India had imported steel billets worth Rs. 10 crores, which were not needed;

(b) if so, the reasons for their import;

(c) whether it is also a fact that a number of other agencies were also involved in the import; and if so, the details thereof: and

(d) whether Government have inquired into, if so, with what result and action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SON-TOSH MOHAN DEV): (a) and (b) In 1986, SAIL had imported 35,000 tonnes of billets valued at about Rs. 18 crores through the then canalising agency Minerals & Metals Trading Corporation (MMTC). The intended purpose for the import was to use the billets for making light structurals at the Bhilai Steel Plant. However, as the billets imported by MMTC did not conform to the specified chemical composition, the billets were used for alternative purposes at Durgapur Steel plant and by Indian Railways.

(c) Yes, Sir, The other agencies involved in the import of Steel billets include Minerals & Metals Trading Corporation (MMTC) which was the canalising agency, State Bank of India (Paris) who released the payment to the supplier. State Bank of India (Calcutta) and M/s. Daval of France which was the foreign supplier.

(d) Yes, Sir. The Committee on Public Undertakings (COPU) has enquired into the entire matter and its report has been placed before Parliament in December, 1991. Further action is being taken by the concerned agencies/Ministries based on the recommendations made by COPU.

Safety Measures in Chasnalla Cottier

@1507. SHRI ASHWANI KUMAR : Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that Chasnalla colliery still remains a death trap where miners feel insecured while working;

(b) what is the number of fatal accidents and the number of persons who sustained injuries during the last three years together with the causes thereof; and

(c) the measures Government are taking to protect the miners and restore their confidence?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SON-TOSH MOHAN DEV): (a) and (c) Consequent upon a serious accident, in December, 1975, in the Chasnalla Deep Mine-mining operations therein were stopped and they are yet to recommence. Work is now in progress for only recovery and rehabilitation of the mines. Before the mining operations are recommenced, Government will ensure that the scheme therefor is a safe and fool-proof one.

(b) No fatal accident took place in Chasnalla Deep Mines over the last 3 years; Details of non-fatal accidents and injured persons are given below:

Year	No. of Accidents	No. of Injured Persons	Causes of Accident
1989	1	1	Slip and fall
1990	1	1	Slip and fall
1991	1	1	Sidefall.

@Previously Unstarred Question 455, transfurred from 27h February 1992